



OREGON 2021 ZERO EMISSION VEHICLE INTERAGENCY ACTION PLAN

This Zero Emission Vehicle Interagency Action Plan was developed by the State of Oregon's ZEV Interagency Working Group, and provides a list of activities that state agencies agreed should be priority state-led actions in 2021 to encourage ZEV adoption and utilization in Oregon. All actions include a designated lead agency, but it is the intent that the agencies will collaborate on all the actions listed, where their authorities, programs, and expertise will enable the most effective implementation of each action.

This action plan is intended as a short-term plan for agencies to complete by the end of 2021. Many of the items listed have discrete deliverables. To accommodate the short-term nature of this action plan, some actions are intended to be the first step in a series of actions that will support ZEV adoption in the state beyond 2021. Agencies will track progress on their initiatives via the *Zero Emission Vehicle Interagency Action Plan Progress Table* that is included at the end of this agreement for reference. Agencies will provide updates on progress at the monthly ZEWIWG meetings and ODOE will post updates on the [ZEWIWG public webpage](#).

Background

The transportation sector is the largest greenhouse gas emissions source, comprising 40 percent of greenhouse gas emissions in Oregon – with the light-duty sector representing 25 percent. A deliberate and significant change must occur to reduce emissions in the transportation sector for the state to achieve its greenhouse gas emission reduction goals as set by the Legislative Assembly in [ORS 468A.205](#). Transportation electrification is a key strategy to reducing emissions in this sector, and strong state policy must be in place to ensure that there is a steep increase in the adoption of ZEVs.

In 2017, Governor Kate Brown issued [Executive Order 17-21](#), *Increasing Zero Emission Vehicle Adoption in Order to Reduce Greenhouse Gas Emissions and Address Climate Change*. The goal of the EO was to coordinate the implementation of programs across state agencies in support of transportation electrification and to identify and address barriers to ZEV adoption through stakeholder engagement. To implement the EO, the Zero Emission Vehicle Interagency Working Group was convened. The member agencies include the Oregon Department of Transportation, Department of Energy, Department of Environmental Quality, Department of Administrative Services, and Public Utility Commission.

In 2019, the Oregon Legislative Assembly passed Senate Bill 1044, which established comprehensive policies to encourage aggressive adoption of zero emission vehicles to achieve the state's greenhouse gas reduction goals, including the following ZEV adoption goals:

- 50,000 registered ZEVs by 2020
- 250,000 registered ZEVs by 2025
- 25 percent of registered vehicles and 50 percent of new motor vehicle sales be ZEVs by 2030
- 90 percent of new motor vehicle sales be ZEVs by 2035

Zero Emission Vehicle Interagency Working Group

Since its inception in 2017, members of the ZEVIWG have coordinated to develop robust and consistent data resources, provided thorough cross-sectoral input on ZEV-focused proposals, and established a forum for stakeholders to provide information to the core state agencies on ZEV-related activities, issues, and opportunities. Successes of the ZEVIWG include:

- Establishing a process for assessing raw ZEV registration data to enable consistent ZEV-related data to be used and reported by all state agencies
- Establishing an online central information resource for Oregonians to learn more about ZEVs, their benefits, and foundational information on driving and fueling
- Providing technical expertise and support to utilities working on transportation electrification
- Coordinating proposals for three rounds of electric vehicle charging investment cycles with Electrify America and a proposal to utilize VW funds for transportation electrification
- Developing multiple cost analysis tools for state agencies, transit agencies, and school districts that enable those entities to better understand and plan for the costs of ZEVs and the charging infrastructure needed to fuel them
- Coordinating efforts between DEQ's Clean Fuels Program and the PUC to enable utilities to effectively use funds from the monetization of CFP credits to support transportation electrification in their territories
- Facilitating stakeholder engagements across multiple sectors to inform the state about barriers and opportunities to ZEV adoption and identify equity concerns in underserved communities such as low-income, BIPOC, and rural

These activities as well as the monthly sharing of individual agency activities has made the ZEVIWG a powerful example of how state agency collaboration can produce more effective outcomes for stakeholders and reduce duplicative and potentially cross-purpose activities that can occur in state government work. Stakeholders have said that clear, transparent, and coordinated activities led by state agencies provide essential foundational structure to guide and support Oregonians' transition to an electrified transportation sector. Collaboration through the ZEVIWG has led to broader stakeholder engagement, more complete program development at agencies, and has allowed state agencies to better coordinate efforts to support efficient and timely state government work in a rapidly evolving sector. Further, the collaboration has been a key tool to support the alignment of state EV adoption efforts and ensure these efforts are not duplicative or misaligned.

Agency Activities

DEQ

- [Clean Fuels Program](#)
- [Clean Vehicle Rebate](#)
- [Charge Ahead Rebate](#)
- [Low-Emission Vehicle Program](#)
- [Zero-Emission Vehicle Program](#)
- [Multi-State Zero Emission Vehicle Action Plan](#)

- [Multi State Medium-Duty and Heavy-Duty Zero Emission Vehicle Action Plan](#)
- [International Zero Emission Vehicle Alliance](#)

ODOE

- [Biennial Zero Emission Vehicle Report](#)
- [EV Dashboard](#)
- [Go Electric Oregon Webpage](#)
- [Governor's EV Leadership Awards](#)
- [School Bus Alternative Fuel Cost Analysis Tool](#)
- [Biennial Energy Report](#)
- [Consumer-Owned Utility EV Mapping Project](#)

ODOT

- [Every Mile Counts Lead](#)
- [Transportation Electrification Infrastructure Needs Analysis Study](#)
- ZEWIWG Administration
- [West Coast Electric Highway Administration](#)
- Oregon Transportation Electrification Activity Map (OR TEAMS)
- Equity Workgroup Lead
- Electrify America Funding Proposals
- Transit Bus Alternative Fuel Cost Analysis Tool
- State ZEV Registration Data Manager
- [OReGO Program for Per Mile Road Usage Fees](#)
- [Federal Highway Administration Alternative Fuel Corridor Designations](#)

DAS

- Statewide Vehicle Management and Policy Development Authority
- [State Fleet EV Adoption Targets](#)
- State Vehicle Budgeting and Procurement
- State EV Charging Budgeting and Procurement
- EV and EV Charger Long-Term Return on Investment Tool for State Agencies
- [Pacific Coast Collaborative West Coast Electric Fleets](#)
- [West Coast Electric Fleets Pledge](#)
- [State Sustainability Planning](#)
- State Parking Lot Administration

PUC

- [Oversees Transportation Electrification Plans from Investor-Owned Utilities](#)
- [Oversees Investor-Owned Utility Clean Fuels Program Revenues Spending Plans](#)

Executive Order 20-04

In March 2020, Governor Brown issued [Executive Order 20-04](#) *Directing State Agencies to Take Actions to Reduce and Regulate Greenhouse Gas Emissions*, including ordering state agencies to exercise any and all authority and discretion to help facilitate Oregon's achievement of its GHG reduction goals and expedite processes and procedures that could accelerate reductions in

GHG emissions. Included in the EO were specific actions to address emissions in the transportation sector. These included DEQ's Climate Protection Program, which establishes a cap and reduce system that includes transportation fuels and an expansion of the existing Clean Fuels Program to reduce the carbon intensity of Oregon's fuel mix. ODOT was directed to conduct a transportation electrification infrastructure needs analysis to assess gaps in electric fueling infrastructure in Oregon necessary to meet the state goals.

This EO also aligns with a 2019 letter from Governor Brown to ODOT, ODOE, DEQ, and the Department of Land Conservation and Development, directing the agencies to work together to implement ODOT's Statewide Transportation Strategy. The STS is the state's guidance on strategies to reduce greenhouse gas emissions in the transportation sector. Interagency coordination is required to successfully implement many of the strategies in the STS. Led by ODOT, these four agencies have begun implementing the [Every Mile Counts](#) initiative in support of STS strategies, including transportation electrification. In the course of developing an implementation plan for their work, the Every Mile Counts agencies agreed that the development of an interagency ZEV action plan was an essential component to support the work of the initiative and that the state's Zero Emission Vehicle Interagency Working Group would be the optimal vehicle to engage in development and implementation of a state agency action plan. With ODOT, ODOE, and DEQ as members of both Every Mile Counts and the ZEVIWG, there is strong level of engagement and coordination between the two teams.

Incorporating Equity

Following guidance from the [State of Oregon Equity Framework in COVID-19 Response and Recovery](#), the ZEVIWG is committed to adopting specific strategies and concrete actions to address racial and economic disparities and make every effort to enable equitable access to the environmental, health, economic, and other co-benefits associated with EV adoption.

EV adoption reduces lifecycle greenhouse gas emissions by anywhere from 65 to more than 95 percent compared to driving a petroleum-fueled vehicle. Addressing greenhouse gas emissions today can reduce the impacts of climate change, which disproportionately affect low-income Oregonians, tribal nations, rural areas, and communities of color. Driving EVs also improves local air quality and improves the public health of communities, especially those located near heavily traveled transportation corridors, many of which are low-income and communities of color.

Studies indicate that transportation costs are disproportionately high for low-income households, communities of color, and rural populations (see county-by-county energy and transportation cost information in ODOE's [online 2020 Biennial Energy Report](#)). The burden of transportation costs – the amount of a household's income that is spent on expenses to support travel needs – can be as much as 30 percent of the annual income for low-income households. EVs can play a role in reducing transportation cost burden because electricity usually costs less than gasoline on a per-mile basis and operational costs are usually lower because EVs require less maintenance. However, the upfront cost of purchasing an electric vehicle is a barrier for many historically underserved Oregonians, as is access to low-cost EV charging at their homes or workplaces.

Supporting EV adoption can provide these additional benefits, but state agencies must also be aware of the potential to reinforce existing and persistent racial and socioeconomic inequities.

Historically, policies have incentivized early adopters, who usually have the monetary resources to invest in more expensive, emerging technologies. This supports manufacturing economies of scale, which supports lower overall pricing in the market, but more attention must be paid to policies and programs that enable more equitable access to EV adoption for all Oregonians. Many of these communities are actively working to address other existing equity issues. Zero-emission vehicle adoption may not be a priority focus as they strive to meet other critical community needs and gaps. It is inherent upon ZEVIWG members to engage with community leaders to understand where ZEVs intersect with community goals and interests and identify opportunities to support the limited resources in these communities.

Recognizing the importance of equity in the actions undertaken in this plan, the agencies will consider equity issues as they implement those actions. Further, agencies will work to identify and prioritize actions that help vulnerable populations and impacted communities. State agencies must deliberately consider these groups in ZEV incentives and infrastructure development plans, and allocate resources to minimize negative impacts while leveraging opportunities to encourage growth and prosperity in these communities.

Purpose

Building on the momentum of previous ZEVIWG efforts and in coordination with the Every Mile Counts initiative, the ZEV Interagency Action Plan identifies new activities that state agencies will implement to further encourage ZEV adoption and reduce transportation greenhouse gas emissions. The action plan will continue to focus on the main strategic areas identified in EO 20-17:

- State leading by example
- Increasing Oregonians' access to zero emission vehicles
- Increasing Oregonians' access to zero emission vehicle charging infrastructure
- Increasing Oregonians' awareness of zero emission vehicle goals, benefits, and use

The action plan identifies four main short-term strategies that can be completed in 2021 while also providing a bridge to longer-term strategies to meet the state's ZEV adoption goals. It will be updated on a biennial basis to identify new efforts, with the assumption that barriers and opportunities will continue to change over time because ZEV technologies are expanding and evolving rapidly, requiring state agencies to be agile in their efforts.

Actions

Strategy 1 - State Leading by Example

Currently ZEVs comprise less than one percent of the total state agency light-duty fleet. SB 1044 (2019) established more aggressive goals for state agencies to procure 25 percent of new state light duty vehicle leases or purchases as ZEVs by 2025 and required all new state agency light duty vehicles purchases or leases be ZEVs after January 1, 2029, provided a ZEV format of the vehicle type is available and feasible for state use.

Recognizing that ZEV adoption within the state agency structure is affected by the same barriers to adoption as the public at large, this section of the action plan focuses on addressing those barriers using state agency authorities, controls, and policies.

- A. *Support rapid adoption of ZEVs and charging infrastructure in state fleets.* **DAS** will assist state agencies in converting state fleets to zero-emission vehicles, and to expand electric vehicle charging infrastructure at public buildings in support of achieving the state fleet ZEV goals in ORS 283.337. DAS Fleets will coordinate this procurement in coordination with the DAS Sustainability Board's actions to track and reduce greenhouse gas emissions at state agencies. DAS Fleet will coordinate with the DEQ Clean Fuels Program to identify opportunities for participation in the program and potential revenue to support fleet and charging procurement.
- B. *Hold ride-and-drive events (when appropriate) for state agency employees.* **DAS** will host ride-and-drive events for state employees to learn about ZEVs and how to operate and fuel them. To the extent feasible, DAS should support ride-and-drive events that are accessible by all state employees.
- C. *Add electric medium- and heavy-duty vehicle options to statewide price agreements.* **DAS** will look for opportunities to include medium- and heavy-duty platforms to state pricing agreements when re-solicitations or new agreements are in development.

Strategy 2 – Increasing Oregonians' Access to Zero Emission Vehicles

Oregon did not achieve the ZEV adoption targets for 2020 and is not on track for 2025 and 2035 goals. At the end of 2020, there were approximately 32,000 registered ZEVs in Oregon.

While the total cost of ownership is favorable for a ZEV (when you consider the lower cost of electricity as a fuel and lower maintenance cost), purchasing or leasing a new ZEV is currently more expensive than its gasoline counterpart. While the price of a new ZEV will decrease as battery costs drop, the inclusion of state and utility incentives will be necessary to help lower the up-front cost of a ZEV until parity is achieved. In the meantime, we need to continue educating Oregonians on the economic, environmental, social, and health benefits of switching to ZEVs.

- A. *Explore opportunities to expand ZEV rebate programs.* **DEQ** will work with stakeholders on efforts to extend and/or expand the Oregon Clean Vehicle Rebate Program, with a focus on opportunities to increase awareness and effectiveness of the rebates in low- and moderate- income communities. Options might include providing higher rebates, extending the duration of the program, providing incentives to dealerships to sell more ZEVs, removing or increasing the number of rebates available to a single party per year, and including other forms of electric mobility.
- B. *Support utility investments in underserved communities to increase access to EVs.* **PUC** will coordinate with investor-owned utilities on programs to utilize funds from Clean Fuels Program credit monetization to increase access for underserved communities in accordance with the guidelines of [PUC Order No. 18-376](#).

Strategy 3 – Increasing Oregonians' Access to Zero Emission Vehicle Charging Infrastructure

The availability of EV chargers is a critical issue as ZEV adoption ramps up significantly. Currently, most EV charging is done at home but as more Oregonians become interested in

transitioning to an EV, there will be many who are not able to easily access or install EV charging equipment where they live, such as apartment complexes or places without off-street parking. Chargers need to be available at workplaces, street-side in neighborhoods, at retail locations, at public facilities, along high-traffic corridors, and at our favorite travel destinations. The placement and density of chargers will have to be customized for the different travel patterns of urban, suburban and rural Oregonians.

Understanding where charging infrastructure is needed to best support ZEV adoption at a state level as well as informing work that is already occurring to increase charging from EV charging businesses and utilities.

- A. *Conduct a statewide EV charging infrastructure needs analysis.* **ODOT** will work with a contractor to assess the current state of EV charging infrastructure and adoption, evaluate EV growth in the state, determine availability of charging infrastructure in underserved communities, and identify areas where charging infrastructure is or will be needed through 2030. The analysis will include policy options to address EV infrastructure gaps, including options that will support EV charging infrastructure in low-income, rural, and BIPOC communities.
- B. *Assess EV signage needs in Oregon.* **ODOT** will study opportunities to improve EV signage, including EV sign placement and criteria, to improve EV charging accessibility to the public.
- C. *Explore opportunities to increase EV charging infrastructure at state parks.* **ODOT**, in collaboration with the Oregon Department of Parks and Recreation, will identify parking areas with the potential to provide or improve EV charging infrastructure at Oregon State Parks.
- D. *Update framework for utility EV charging infrastructure investments.* **PUC**, in collaboration with stakeholders, will seek to streamline review of EV charging infrastructure in utility service territories. Through public workshops within Docket No. UM 2165, the PUC will produce an updated transportation electrification decision-making framework to support TE investment.

Strategy 4 – Increasing Oregonians’ Awareness of ZEV Goals, Benefits, and Use

As discussed in the preamble to this document, there are many benefits associated with increased ZEV adoption and use. However, awareness of ZEVs as available vehicle options remains low, as is knowledge on the benefits of owning and driving a ZEV, how to fuel and maintain a ZEV, or more sector-specific information such as information landlords might need when considering adding charging to their buildings. State agencies can identify knowledge gaps to provide information on EVs and EV charging.

- A. *Develop EV guidebook for local governments.* **ODOT** will develop an EV Guidebook for local governments that provides information on state EV policies, EV charger planning and needs, best practices for permitting, and guidance on developing a local EV plan.

- B. *Develop EV charging infrastructure guidebook for multi-unit dwelling owners and residents.* **ODOT** will develop a guidebook for multi-unit dwelling owners and residents that provides information on state EV charging infrastructure policies, basic information charger installations, and permitting requirements.
- C. *Develop EV guidebook for auto dealerships.* **DEQ** will develop dealer-focused EV educational materials as part of its education and outreach efforts under the Oregon Clean Vehicle Rebate Program. The educational materials will include information on EVs, EV rebates, and EV charging. DEQ will include a downloadable webinar that dealerships can use to train staff and access toolkits in the form of handouts, flyers, fact sheets, and Q&A documents to help dealers sell more electric vehicles.
- D. *Update EV dashboard with additional EV information.* **ODOE** will engage with stakeholders to review the current web-based EV dashboard to inform the next large update. Updates will include considerations for data and information that explore EV adoption rates and EV charger access for underserved communities and demographics.
- E. *Conduct study on local air quality impacts associated with ZEV adoption.* **DEQ** in coordination with the Oregon Health Authority will conduct a study assessing local air quality impacts associated with the adoption of alternative fuel vehicles including electric vehicles.
- F. *Develop a stakeholder advisory group to inform updates to the goelectric.oregon.gov webpage.* **ODOT and ODOE** will convene a working group of stakeholders with interests in increasing ZEV adoption to review the current goelectric.oregon.gov webpage. Commensurate with state agency guidelines and rules, the working group will make recommendations to the ZEVIWG agencies on gaps, updates, or other webpage restructuring that will improve the overall messaging on the benefits of EVs and their use, funding mechanisms, and other information that will help increase adoption of electric vehicles.

Declaration

The member agencies of the Zero Emission Vehicle Interagency Group each wield authorities to implement programs and policies and lead efforts that contribute towards achieving higher ZEV adoption rates. Recognizing that coordinated and deliberate activities are required by these agencies in order to support and encourage ZEV adoption in Oregon, the member agencies of the ZEVIWG hereby establish this ZEV Interagency Action Plan.


Oregon Department of Transportation

Kris Strickler, Director

Richard Whitman, Director
Oregon Department of Environmental Quality

Janine Benner, Director
Oregon Department of Energy

Megan Decker, Chair
Oregon Public Utility Commission

Brian DeForest, Chief Administrative Officer
Oregon Department of Administrative Services

**State of Oregon
Zero Emission Vehicle Interagency Action Plan Progress Table**

Action	Lead Agency	Status	Progress/Milestone Reached
Strategy 1 - Leading by Example			
<i>Support rapid adoption of ZEVs and charging infrastructure in state fleets.</i>	DAS		
<i>Hold ride-and-drive events (when appropriate) for state agency employees.</i>	DAS		
<i>Add Electric medium- and heavy-duty vehicle options to statewide price agreements.</i>	DAS		
Strategy 2 - Increasing Oregonians' Awareness of Zero Emission Vehicles			
<i>Explore opportunities to expand ZEV rebate programs.</i>	DEQ		
<i>Support utility investments in underserved communities to increase access to EVs.</i>	PUC		
Strategy 3 - Increasing Oregonians' Access to EV Charging Infrastructure			
<i>Conduct a statewide EV charging infrastructure needs analysis.</i>	ODOT		
<i>Assess EV signage needs in Oregon.</i>	ODOT		
<i>Explore opportunities to increase EV charging infrastructure at state parks.</i>	ODOT		
<i>Support investments in and reduce regulatory barriers to EV charging infrastructure.</i>	PUC		
Strategy 4 - Increasing Oregonians' Awareness of ZEV Goals, Benefits, and Use			
<i>Develop EV guidebook for local governments.</i>	ODOT		
<i>Develop EV charging infrastructure guidebook for multi-unit dwelling owners and residents.</i>	ODOT		
<i>Develop EV guidebook for auto dealerships.</i>	DEQ		
<i>Update EV dashboard with additional EV information.</i>	ODOE		
<i>Conduct study on local air quality impacts associated with ZEV adoption.</i>	DEQ		
<i>Develop a stakeholder advisory group to inform updates to the goelectric.oregon.gov webpage.</i>	ODOT & ODOE		